

March 25, 2007

To Whom It May Concern:

My name is Rick Adams and I am part owner of a small trucking company in Iowa consisting of 20 power units

Iowa has been a leader in the biofuel industry. I would like to congratulate the state of Montana for having the foresight to take this step forward.

I am pleased to have this opportunity to let you know about our success with biodiesel. Dependant upon its availability, we have been using it successfully for over 3 years. We have had no mechanical problems with injectors or fuel pumps, no leaking gaskets, seals or o-rings.

One thing that will be critical to the success of your endeavors in promoting biodiesel is in making sure your final product is one hundred percent ready for use. Early in Iowa's biodiesel production days, there was a rush to get the product on the market, and it was released without being properly filtered. This resulted in the plugged fuel filters that temporarily gave the industry a small black eye.

Montana needs to be sure that the product that is blended with regular diesel and released to the public can not in any way cause negative publicity for the industry. Even though Iowa has corrected their initial problems, there is still a lot of misconception in the industry due to the negative incidences first reported.

The engines in our small fleet consist of Caterpillar, Cummings, and Detroit using several types of fuel filters. I personally would like to help dispel one very large myth in regard to the usage of biodiesel. Biodiesel does not plug fuel filters if it is a quality product. I have cut open plugged fuel filters, and the problem can always be attributed to water, condensation, watered down southern fuel, or our own recently stirred up fuel tanks. These things are the enemy of fuel filters, not biodiesel. I would much rather fill my tanks with biodiesel when the temperature is 10 below, than watered down southern fuel!

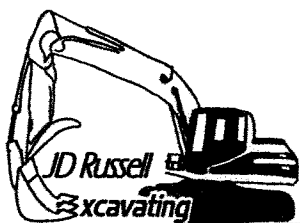
With the new engines being manufactured to meet federal emissions standards, low sulfur fuel cannot properly lubricate hard working engines. This results in premature engine wear and major expense. Biodiesel is the answer to this.

In closing, I would like to thank you for this opportunity to voice my opinions, and wish you the best of luck in your endeavors to promote this important product. I look forward to filling my tanks with biodiesel in Montana when I return in the fall for the 2007 cattle run!

Sincerely,

Rick Adams

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## **JD Russell Excavating, Inc.**

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SB 432  
House Transportation Committee Hearing  
March 26, 2007  
Proponent Testimony

Honorable Chairman and Committee members,

I'm writing in support of SB 432. Over the past year, our company, Russell Excavating, has used blends of Biodiesel including B5, B20, and B99 in tests in our excavation equipment, and Dodge Cummins diesel pick up trucks in an attempt to better understand it use and potential benefits. Originally, we were motivated to make these tests from an interest in supporting domestically produced renewable fuel sources. Biodiesel not only benefits American farmers, but benefits our environment through cleaner tailpipe emissions. Additionally, biodiesel improves our nation's energy and overall security by not relying on foreign fuel sources that supports undemocratic regimes.

During the last year prior to my using biodiesel, I personally have had to replace two injector pumps in my Dodge Cummins Pickup. My suspicion is that these failures were due to low lubricity levels in Ultra Low Sulfur Diesel (ULSD).

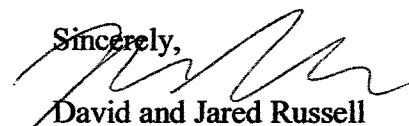
Our initial testing has resulted in our decision to use biodiesel blends throughout our fleet of equipment and vehicles this year. We noticed no problems whatsoever; In fact, our equipment seems to run and idle more smoothly, our emissions are lower, and we feel good about supporting this domestically produced renewable fuel.

While we strongly appreciate Cenex offering biodiesel to the public, currently it is a hardship for company, located east of Missoula in Turah, to acquire biodiesel on a regular basis. This legislation would ensure that biodiesel blends are available wherever diesel fuel is currently sold in Montana and through all diesel fuel distributors in Montana, thus ensuring biodiesel's use and adoption across the state. We strongly support the adoption of a renewable fuel requirement in Montana that would allow our company to easily use biodiesel blends on a regular basis.

We see this as a win win for the consumer, the state of Montana, and for our agricultural producers as well. We also see this as a benefit to fuel distributors that will have an environmentally friendly approach to solving ULSD lubricity problem.

Please join Russell Excavating in supporting biodiesel in Montana.

Sincerely,



David and Jared Russell  
Russell Excavating